

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1.-13. (Canceled)

14. (New) A stabilizing device for stabilizing a vehicle with regard to driving dynamics, comprising:

presetting means for determining a setpoint yaw rate signal,

limiting means for determining a limiting yaw rate signal which represents a maximum yaw rate of the vehicle such that the vehicle remains stable while taking into account the maximum yaw rate, and for limiting the setpoint yaw rate signal to the limiting yaw rate signal when the value of the setpoint yaw rate signal exceeds the value of the limiting yaw rate signal, and

generating means for generating a steering intervention signal and/or at least one braking intervention signal by reference to the limited setpoint yaw rate signal, wherein

said stabilizing device has actual value means for making available a tilt angle signal which represents the current tilt angle of the vehicle and which are configured so that the tilt angle signal contains the current tilt angle or the current tilt angle can be determined from the tilt angle signal, the limiting means contain tilt angle means for determining the limiting yaw rate signal by reference to the tilt angle signal, and said stabilizing device has generating

means for generating a steering intervention signal and/or at least one braking intervention signal by reference to the limited setpoint yaw rate signal.

15. (New). The stabilizing device as claimed in claim 14, wherein the limiting means are able to select the setpoint yaw rate signal and the limiting yaw rate signal as an input signal for the generating means, such that the setpoint yaw rate signal is selected if its value does not exceed the value of the limiting yaw rate signal and otherwise the limiting yaw rate signal is selected.

16. (New). The stabilizing device as claimed in claim 14, wherein the actual value means are able to make available an attitude angle signal which represents the current attitude angle of the vehicle, the limiting means contain attitude angle means for determining a second limiting yaw rate signal by reference to the attitude angle signal, and the limiting means are able to limit the setpoint yaw angle signal to the value of the first limiting yaw rate signal made available by the tilt angle means or the second limiting yaw rate signal made available by the attitude angle means when the value of the setpoint yaw angle signal exceeds the value of the first or second limiting yaw rate signal.

17. (New) The stabilizing device as claimed in claim 16, wherein the limiting means are able to select the setpoint yaw rate signal and the limiting yaw rate signal as an input signal for the generating means, such that the setpoint yaw rate signal is selected if its value does not exceed the value of the limiting yaw rate signal and otherwise the limiting yaw rate signal is selected.

18. (New). The stabilizing device as claimed in claim 16, wherein the limiting means are able to select the setpoint yaw rate signal and the first or second limiting yaw rate signal as an input signal for the generating means, so that the yaw rate signal with the lowest value is selected as the input yaw rate signal.

19. (New) . The stabilizing device as claimed in claim 14, wherein the presetting means are based on at least one reference model of the vehicle.

20. (New). The stabilizing device as claimed in claim 14, wherein the yaw rate signals are dependent on a rotation direction.

21. (New) The stabilizing device as claimed in claim 14, wherein the actual value means contain at least one of measuring means and estimating means.

22. (New). The stabilizing device as claimed in claim 21, wherein the estimating means include an observer.

23. (New). The stabilizing device as claimed in claim 14, wherein the estimating means of the actual value means, are connected directly to the generating means such that the actual value means make available input values for the generating means and/or the generating means make available input values for the actual value means.

24. (New) The stabilizing device as claimed claim 14, wherein the limiting means for determining the limiting yaw angle signals prevent the vehicle from rolling over while taking into account the maximum yaw rate.

25. (New) The stabilizing device as claimed in claim 14, wherein said stabilizing device has program code which is executable by at least one of a processor, a driving stability controller and a steering controller of the vehicle .

26. (New) A single-track or multitrack vehicle, comprising:  
at least one stabilizing device as claimed in claim 14, having at least one of actual value means and sensors for generating a rolling rate signal and a presetting steering angle signal, and a steering actuatable arrangement which can be actuated by the stabilizing device for steering at least one wheel of an axle of the vehicle.

27. (New). A method for stabilizing a vehicle with regard to driving dynamics, comprising:

determining a setpoint yaw rate signal,

determining a limiting yaw rate signal which represents a maximum yaw rate of the vehicle such that the vehicle remains stable while taking into account the maximum yaw rate,

limiting the setpoint yaw rate signal the value of the limiting yaw rate signal if a value of the setpoint yaw rate signal exceeds a value of the limiting yaw rate signal, and

generating a steering intervention signal and/or at least one braking intervention signal by reference to the limited setpoint yaw rate signal

determining a tilt angle signal which represents the current tilt angle of the vehicle such that the tilt angle signal contains the current tilt angle or is determined the limiting yaw rate signal is determined by reference to the tilt angle signal .